

Revenue Collection System “RCS”



RCS Walk Through Agenda

- Welcome and Introductions
- Presentation
- Walk through of Colman Dock
- Question and Answers

WSDOT/WSF Organization Chart



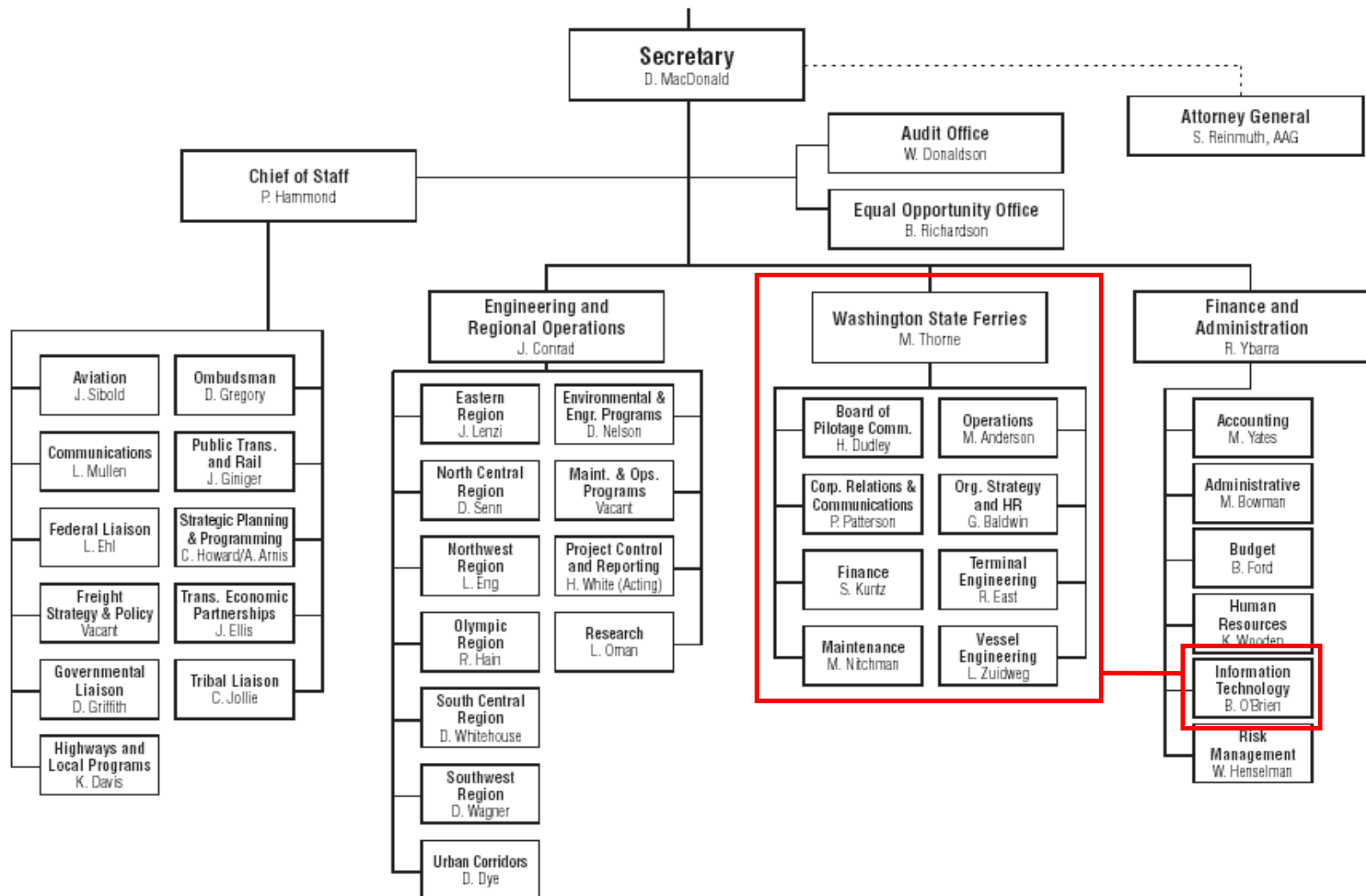
**Washington State
Department of Transportation**

**Citizens of Washington State
Governor Gary Locke
Washington State Transportation Commission**

Aubrey Davis, Chair
Ed Barnes
Elmira Forner
George Kargianis
A. Michale Maher
Christopher Marr
Connie Niva

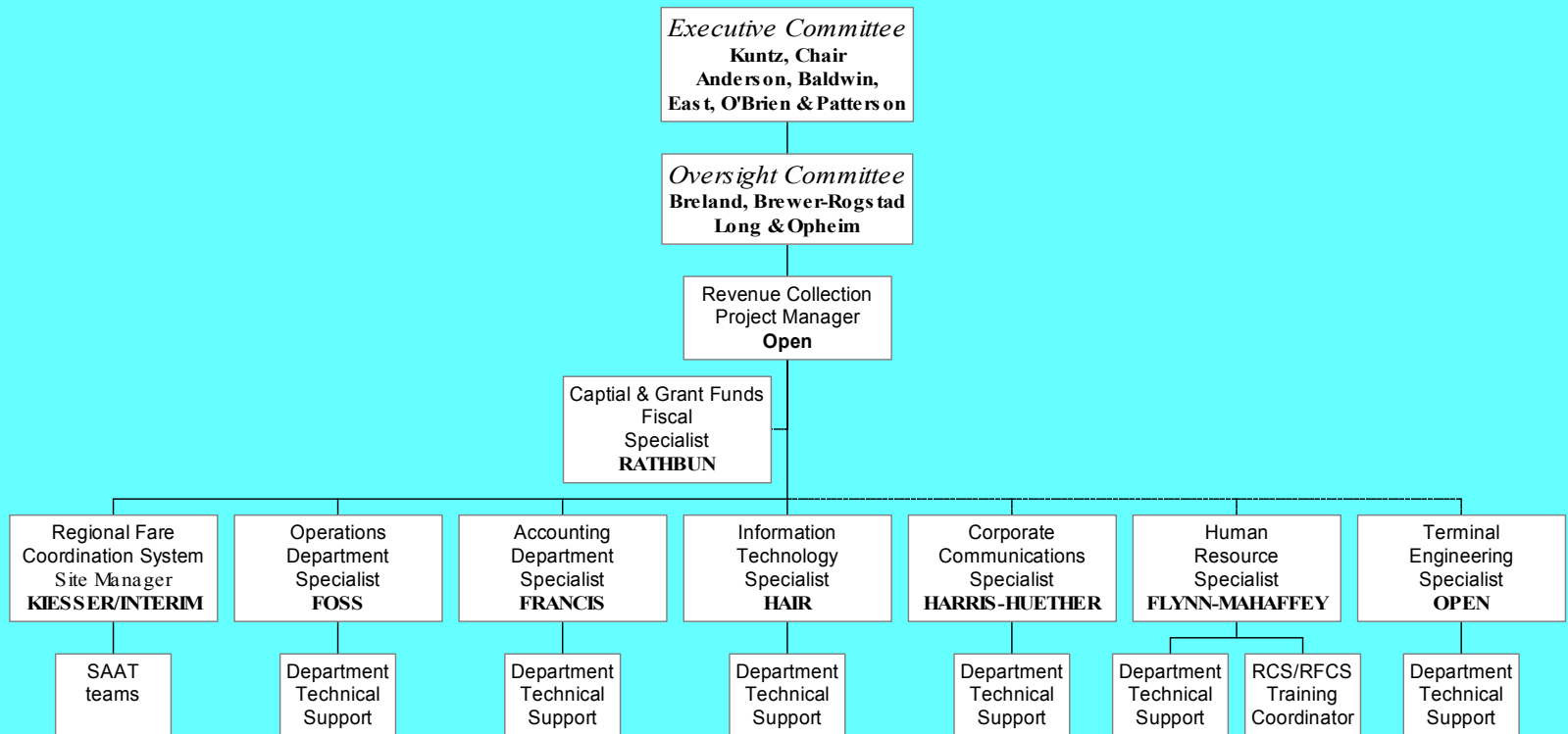
Douglas B. MacDonald

Date



REVENUE COLLECTION PROJECT

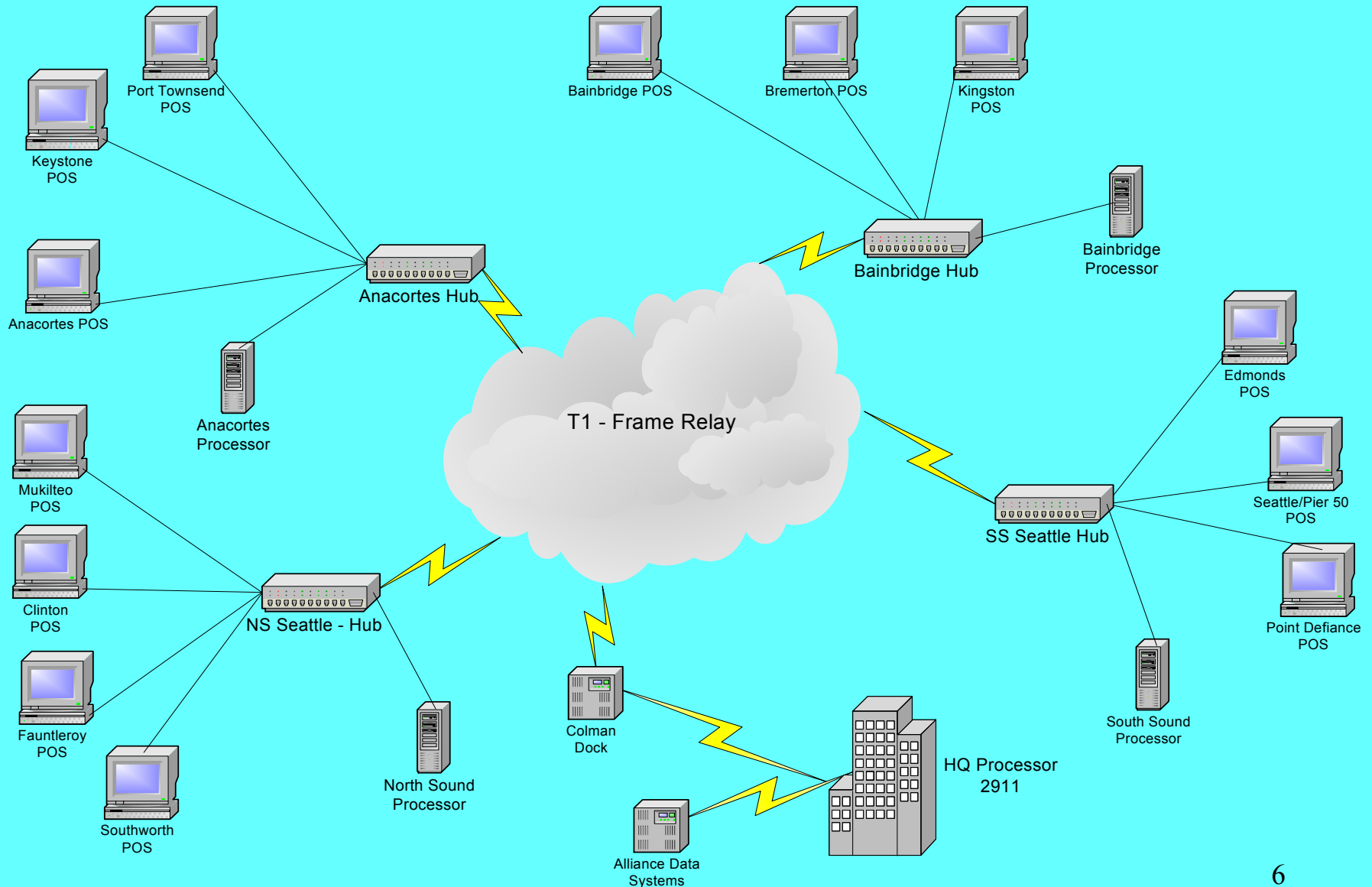
JUNE 30, 2003



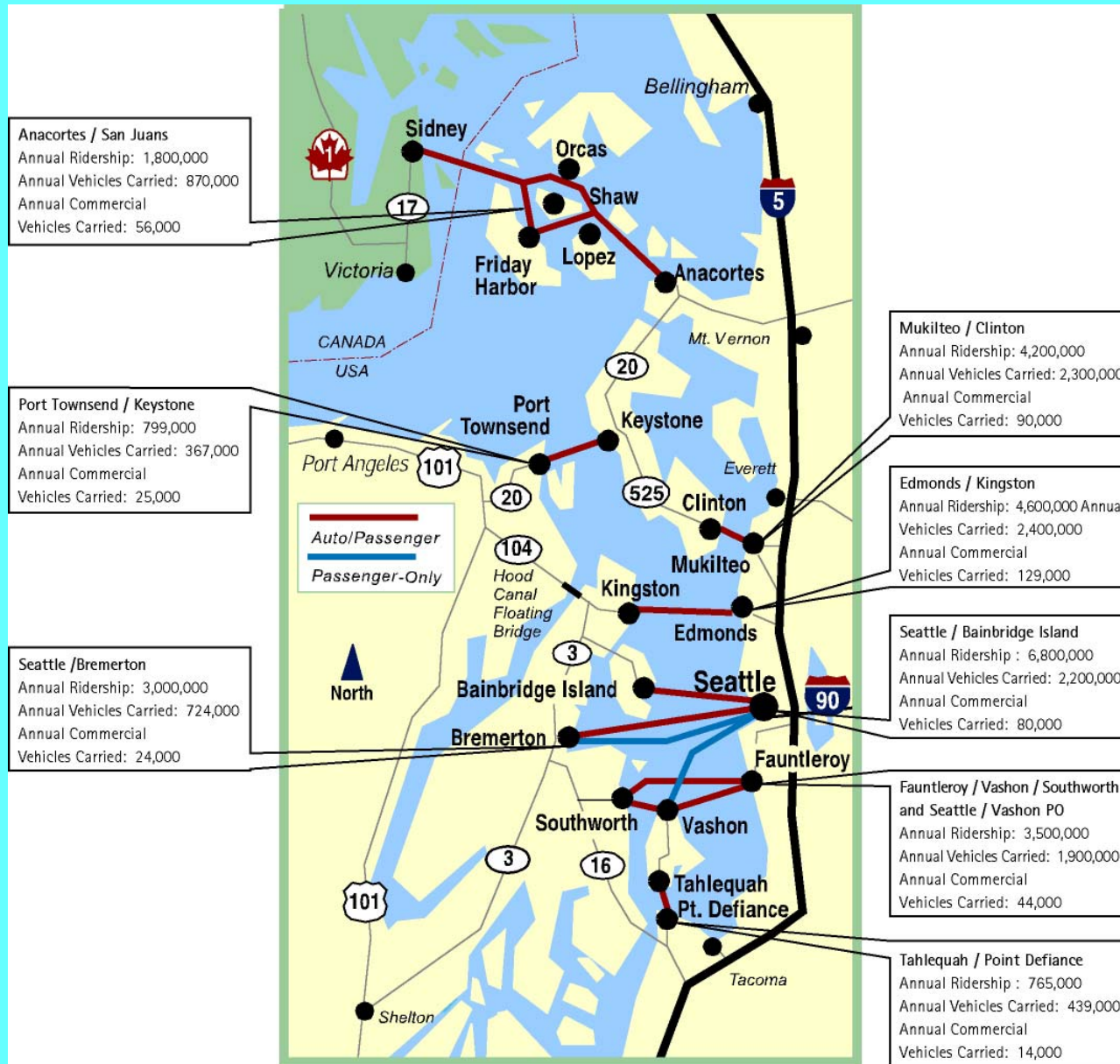
RCS Project Objectives

- Incorporate controls, which ensure that all revenues are both collected and recorded, while providing an audit trail and full integration with a centralized, back office
- Enhance customer convenience by moving the point of purchase out of the tollbooths to the Web, kiosks, retail facilities, and/or vending machines
- Replace the current aging POS system with a fully integrated RCS, which will integrate with the Regional Fare Coordination System and vehicle toll technology (TNB)
- Integrate the San Juan Islands and Sidney BC revenue collection and reporting into the new RCS

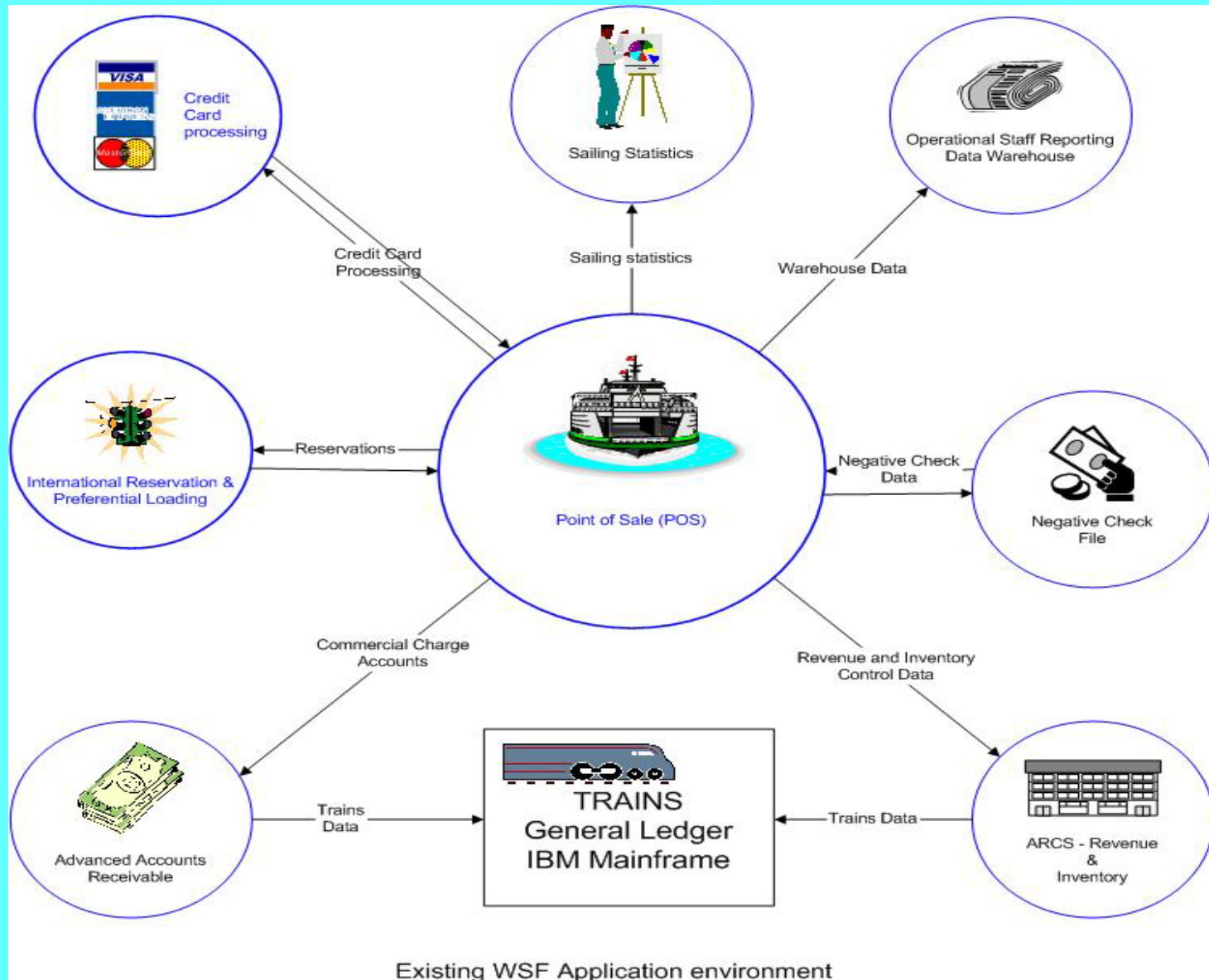
Existing POS - Network Architecture



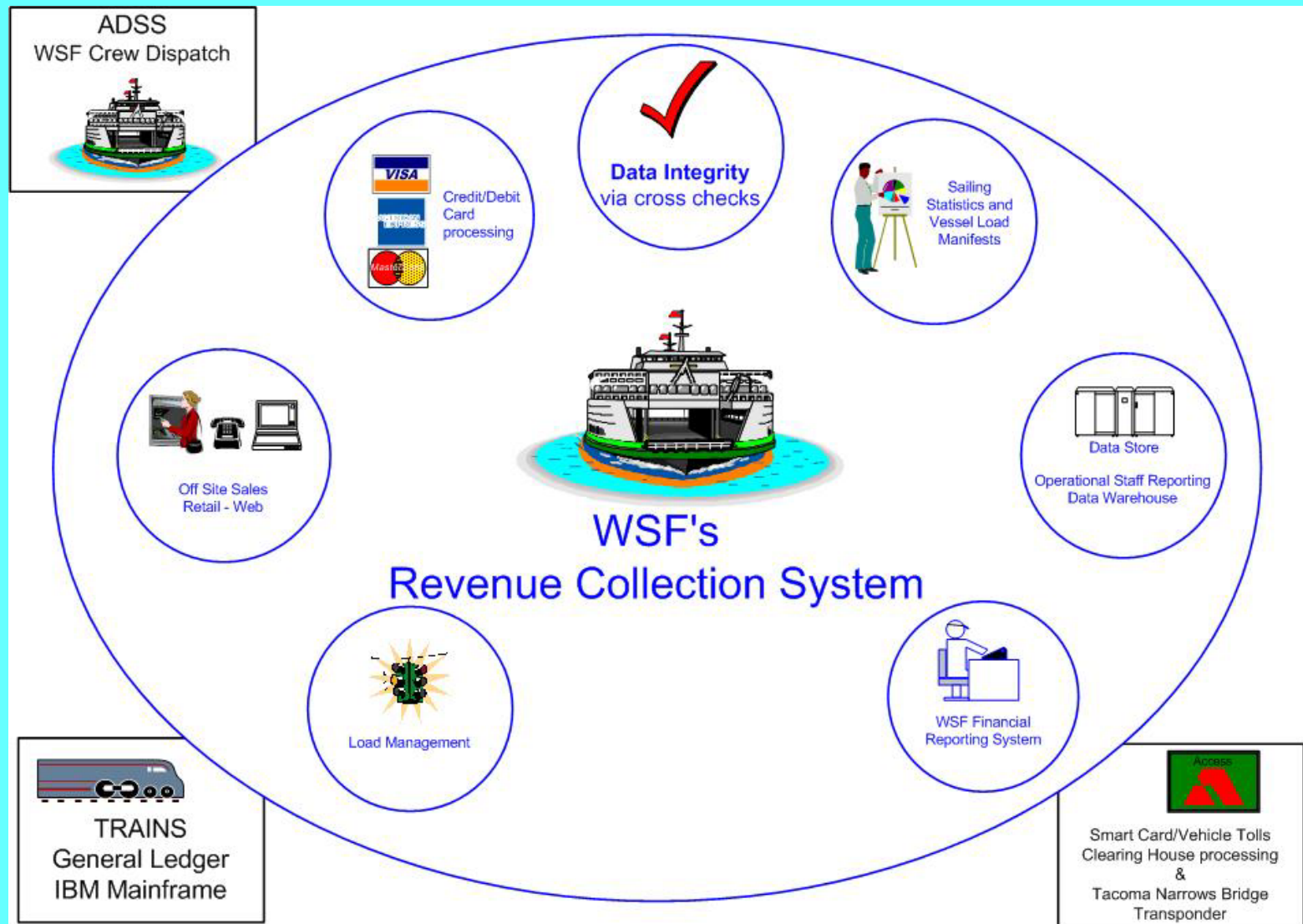
WSF Terminals



Existing Revenue Collection Context Diagram



WSF's Conceptual Integrated RCS



Note: Rectangles denotes interface to external systems.

External Projects

CENTRAL PUGET SOUND REGIONAL FARE COORDINATION PROJECT

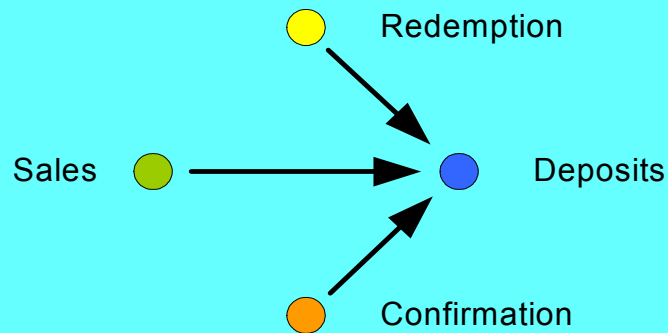


TACOMA NARROWS BRIDGE TOLL COLLECTION PROJECT



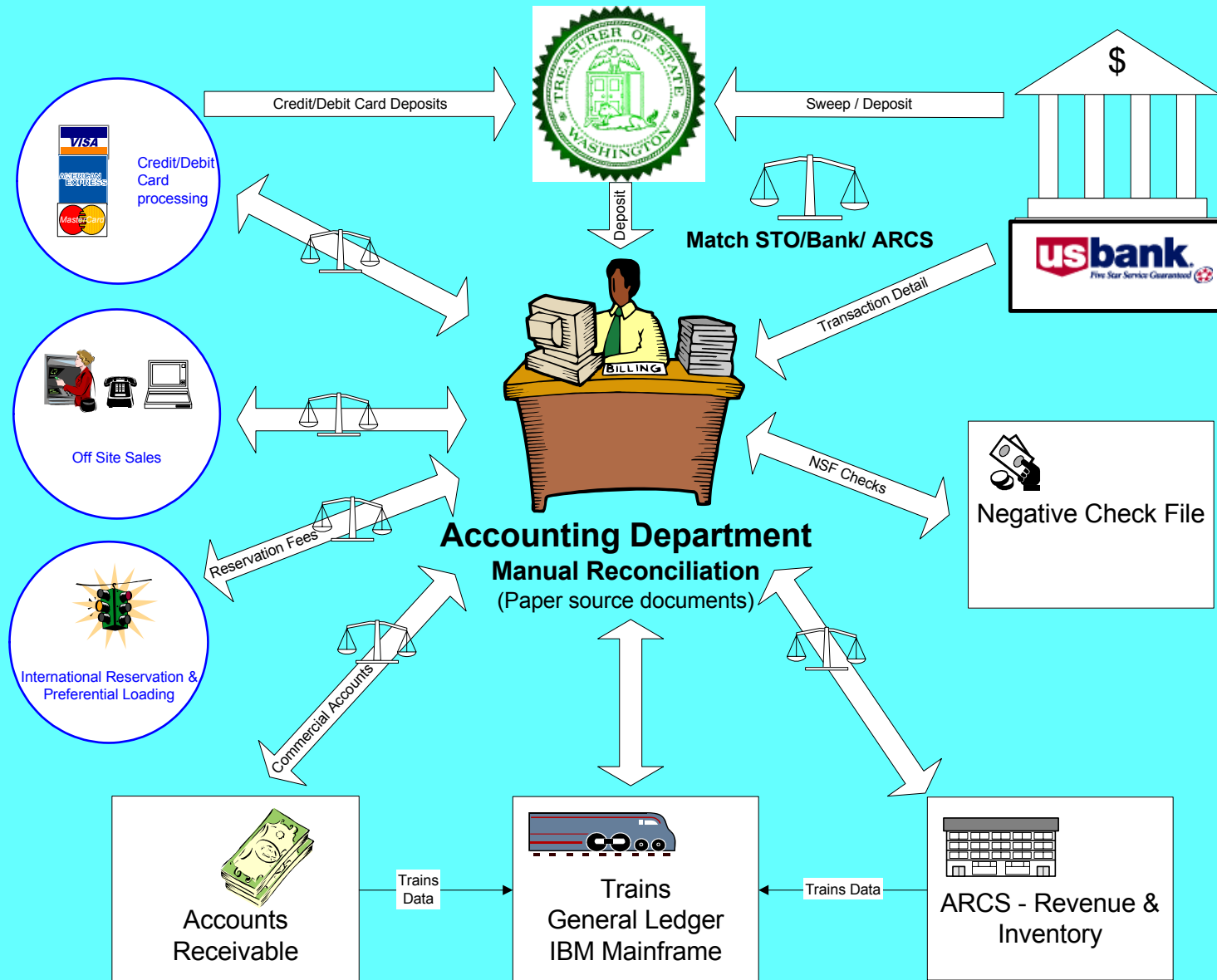
Internal Control

Developing statistical Reliability

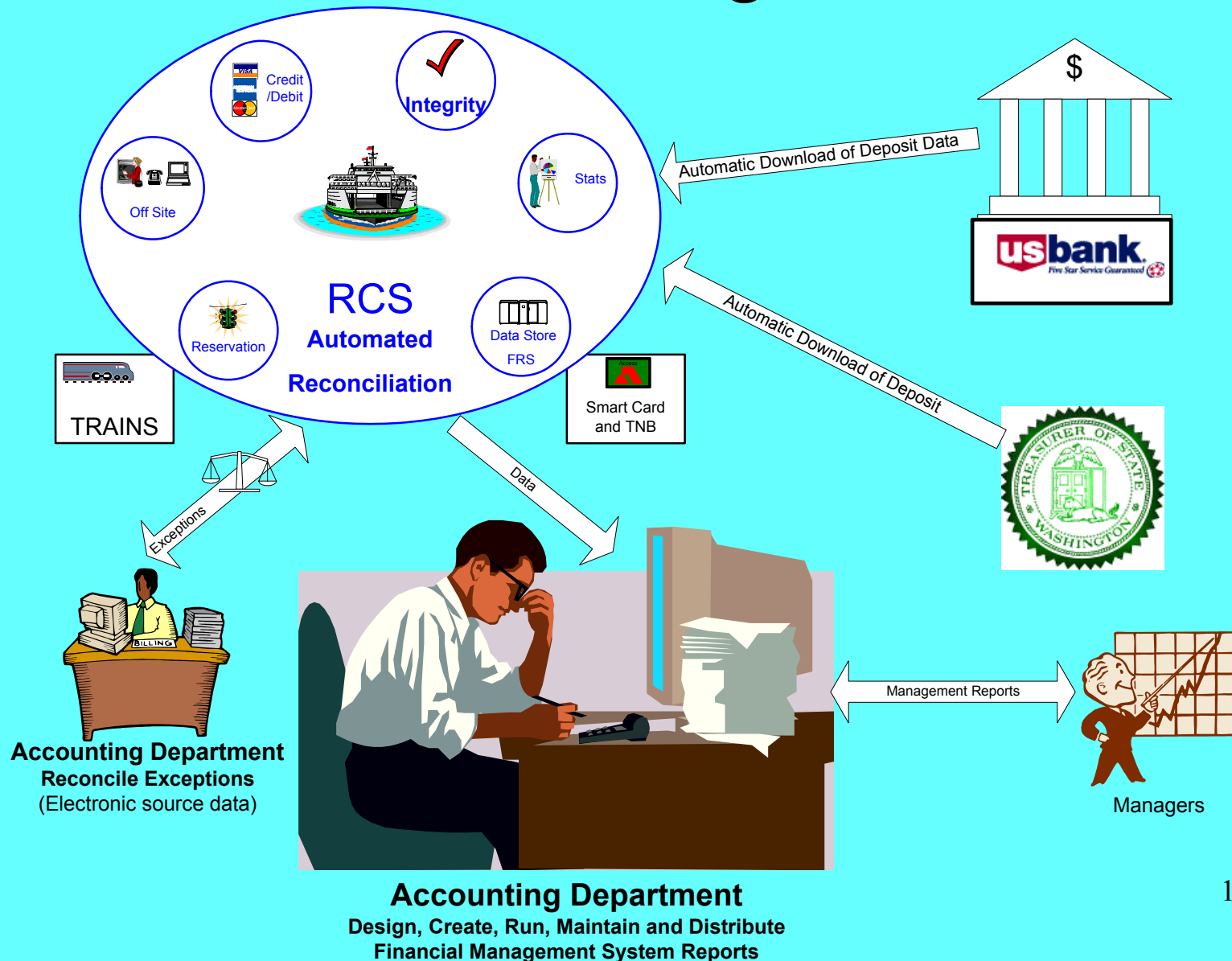


Triangulation compares three values to estimate or test the reasonableness of a fourth value. The three components of the transaction sales, redemption and confirmation will be used to triangulate / reconcile the amount of the bank deposit.

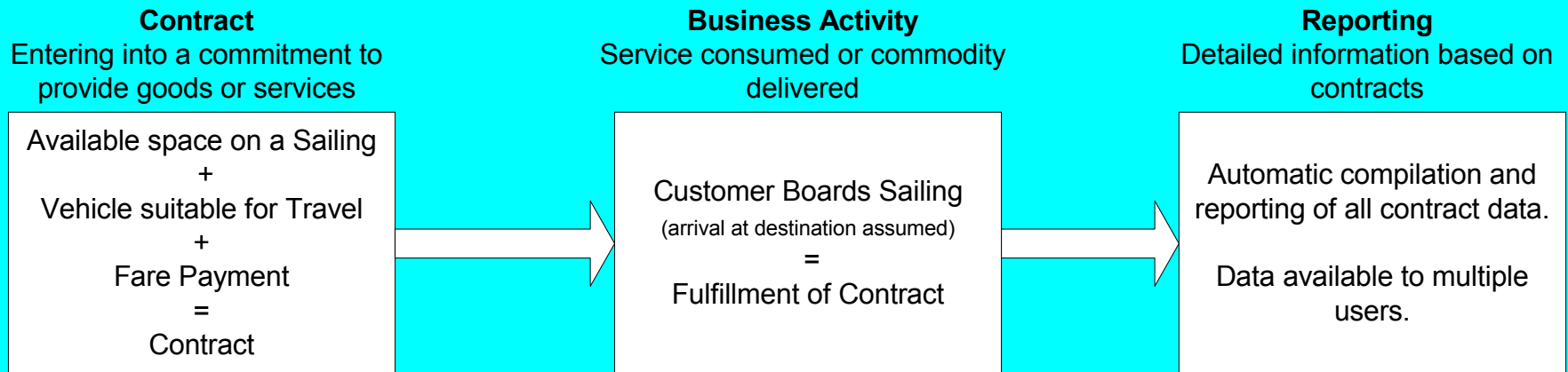
Current POS Based Accounting Environment



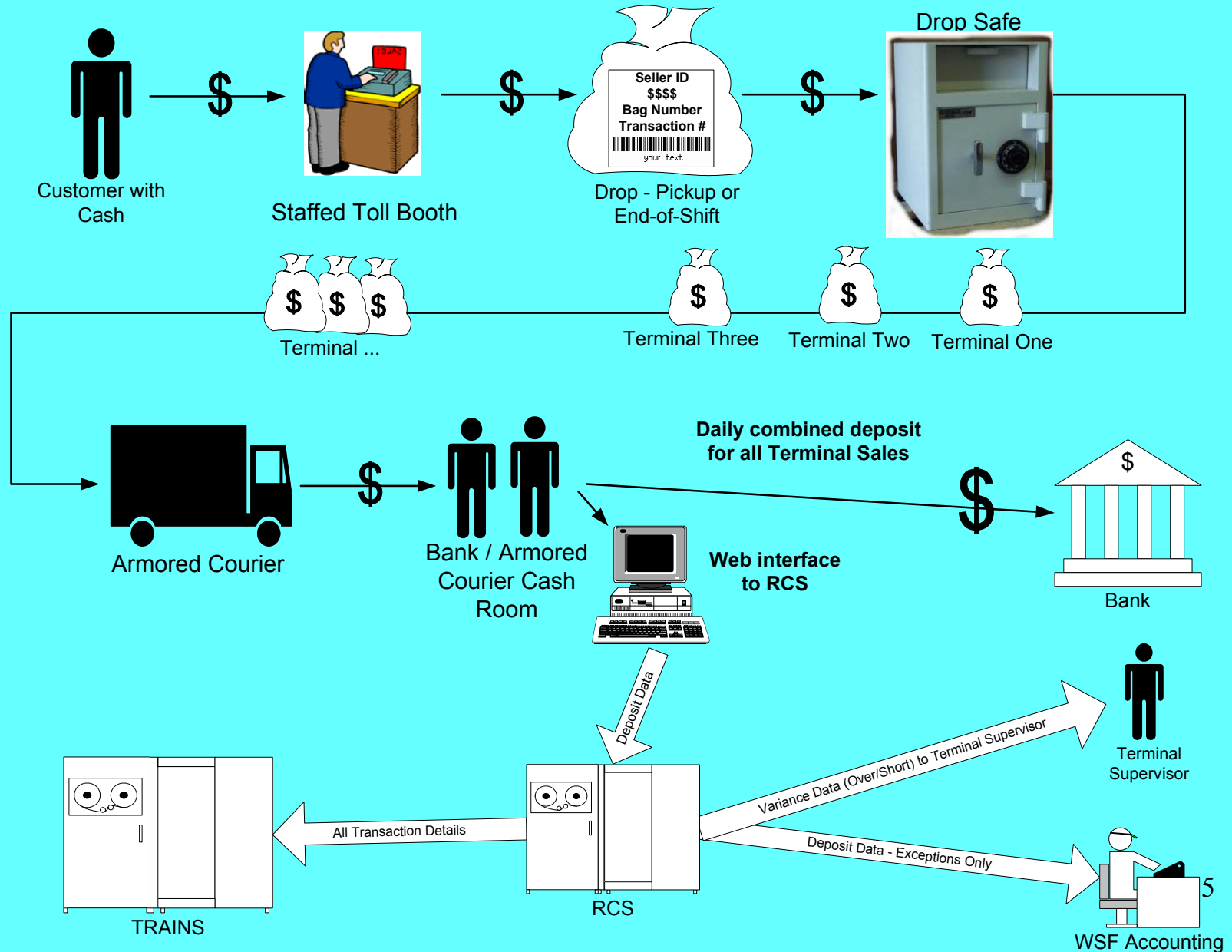
Conceptual RCS Based Accounting Environment



Business Transactions and WSF Terminal Operations

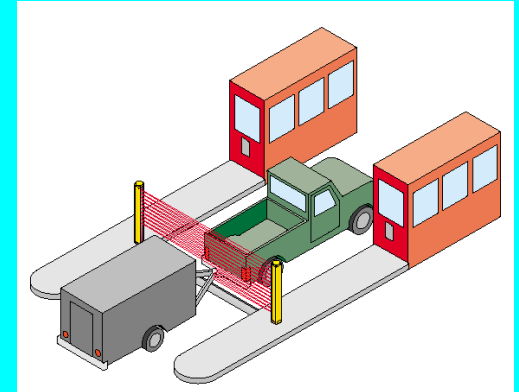
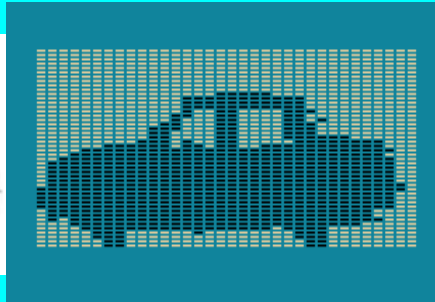


Conceptual Terminal Revenue Reconciliation



Conceptual

Fare Determination and Passenger Counts



An automatic or manual count of the axles is entered at redemption.



The System assumes the number of passengers does NOT change between the Redemption point and boarding.

Terminal Holding Lanes	
1	
2	Steve
3	Rick Bob Sam Betty Bill
4	Roger Sue
5	Trucker (FCFS)
6	



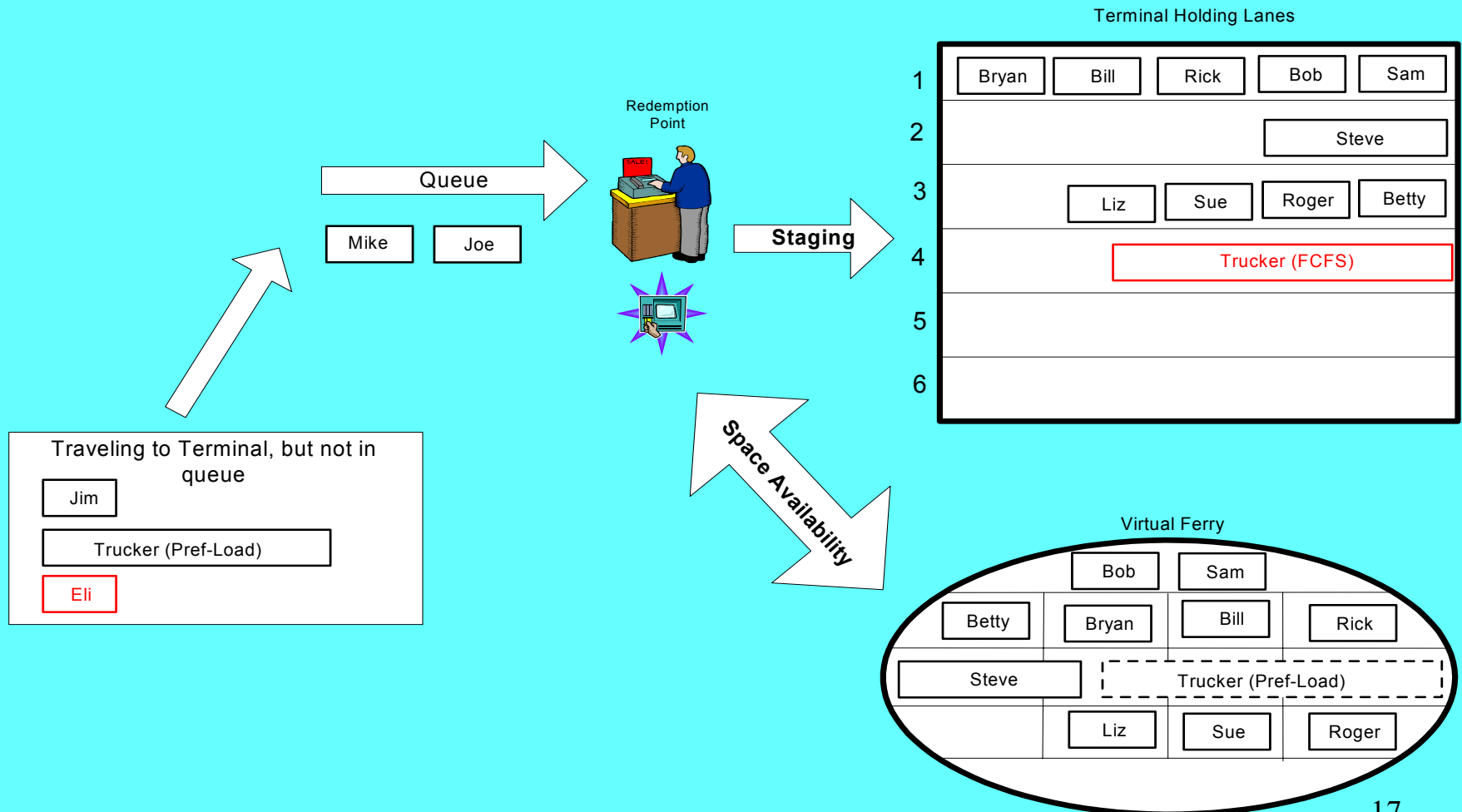
Counter identifies two axles

Transfer Span



Conceptual Load Management

A CORE component of the revenue collection system



Suitable for Travel?

They are legal on the highway why aren't they allowed to travel on a WSF vessel/route?

Standard Semi with 53' trailer
GVW – 80,000
Bound for Shaw?



Total Gross Weight = 74,180
Axles 1 & 2 = 45,632
Axle 3 = 28,548

Terminal Groupings

East Side Model

Vehicle/Driver and passenger fare payment required with physical separation of vehicle and passenger walk-on streams, sufficient vehicle staging and adequate right-of-way for vehicle matrix equipment.

Anacortes



Colman Dock – Pier 52 & 50

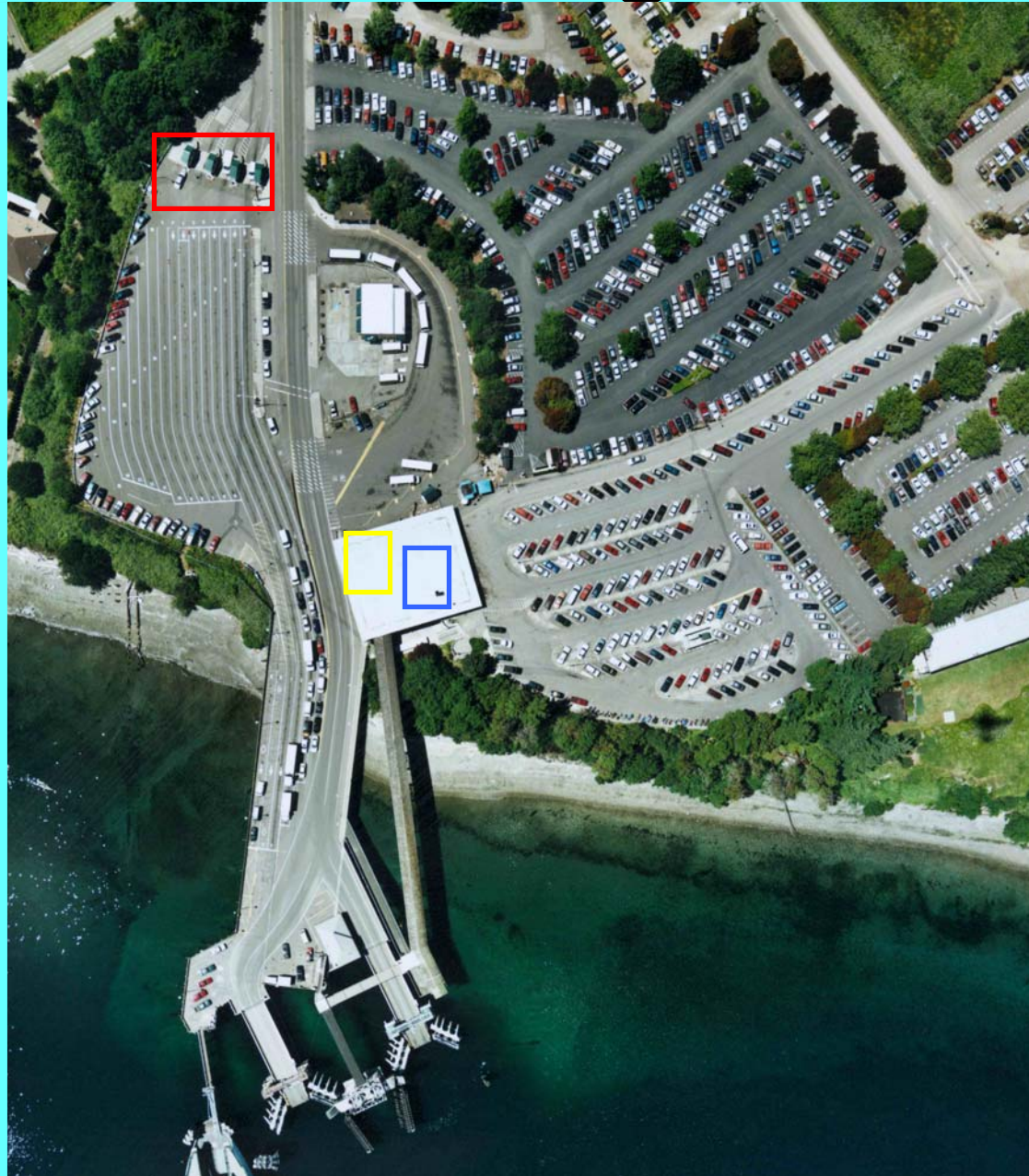


Terminal Groupings

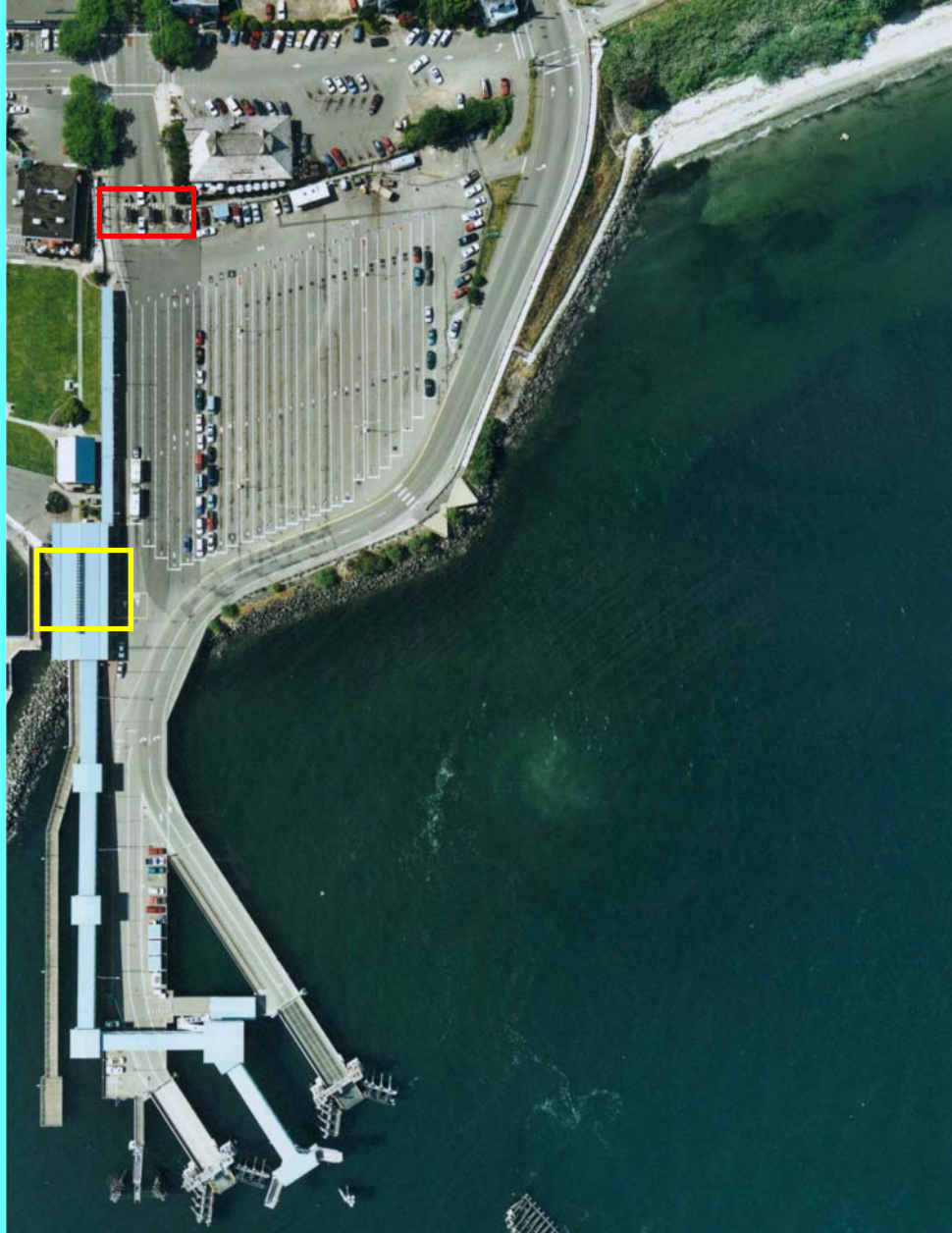
West Side Model

Vehicle/Driver fare payment required with physical separation of vehicle and passenger walk-on streams, sufficient vehicle staging and adequate right-of-way for vehicle matrix equipment.

Bainbridge



Kingston



Terminal Groupings

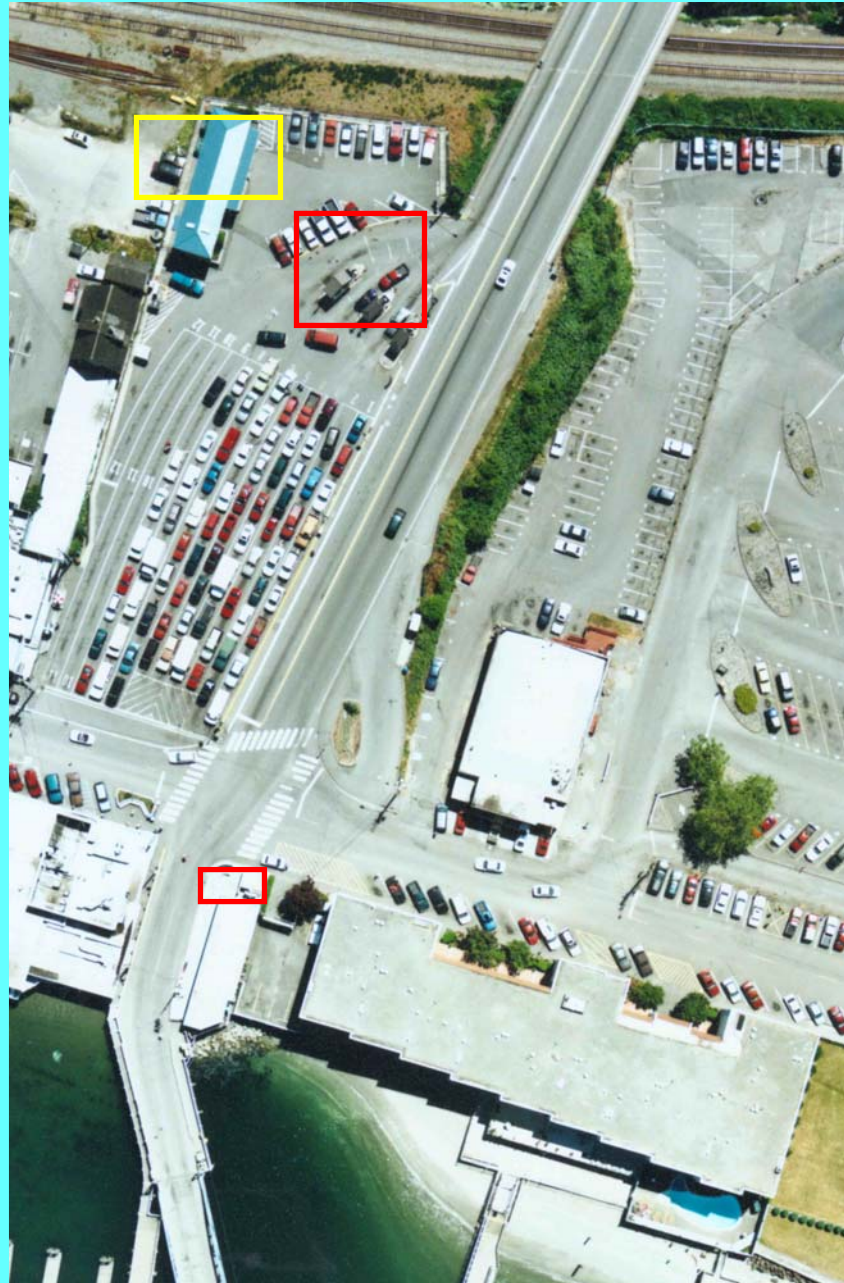
Non-Conforming Terminals

These terminals lack at least one element of the physical characteristics to be included in one of the two model terminal types.

Fauntleroy



Mukilteo



Shaw



Friday Harbor



RFP Instructions

- Proposal Presentation and Format Requirements
 - Appendices F, G & H – Vendors must use these Appendices as they appear in the RFP
 - Don't rearrange order of the requirements
- October 10th 2003 Proposals are due by 5:00pm
- Denise Blue email – bluede@wsdot.wa.gov
 - Phone 360-705-7798
 - New phone 360-705-7548
- RCS RFP Addendum will be issued with final answers to all submitted questions

End

Load Management - Anacortes

